

have no lands of their own. As per G. O. Dis. No. 92/22, dated 20-1-1922, they are entitled to certain concessions in registries of this nature. The respondent contends that under Rule 40 (1) of 1932 Rules he is entitled to preferential claim on S. No. 282/1.

I think the appellants who are Valans and whose community have practically no lands on their own deserve sympathetic consideration and treatment. The ends of justice can be served if an extent of 20 cents of S. No. 282/1/A is granted to the appellants on concessional terms and the balance of 10 cents in the same Survey Number is given to the respondent under Rule 40 (1) of the Rules of 1932. The decision of the Tahsildar is cancelled. He will take steps for the registry of the area accordingly as per the Rules.

(Sd.) Division Peishkar.

(True copy.)

ELECTION TO THE PUBLIC ACCOUNTS AND THE FINANCE COMMITTEES.

PRESIDENT: The election of two members each to the Public Accounts Committee and to the Standing Finance Committee, for the coming year, by the Assembly will take place on Monday the 2nd August at 5 P. M. after we adjourn for the day. The election will be by ballot.

DEMANDS FOR GRANTS—(contd.)

DEMAND NO. VII—PUBLIC WORKS DEPARTMENT INCLUDING
CAPITAL EXPENDITURE NOT CHARGED TO
REVENUE—(contd.)

MOTION No. 207—(contd.)

PRESIDENT: Mr. S. Nilakanta Pillai had just begun to speak when we adjourned last evening.

MR. S. NILAKANTA PILLAI (*Chirayinkil cum Nedumangad*): During the last Assembly Mr. S. J. Nair, who was then the member for Nedumangad has brought to the notice of the Chief Engineer the need for the construction of roads such as the Chittar road, the Kallara-Aruvipuram road and the Aruvikara-Vellanad road. I take this opportunity to request the Chief Engineer to see to the construction and proper maintenance of these roads.

Coming to the Chirayinkil taluk, I have to refer to some of the incomplete roads. There is the Kilimanur-Madavoor road which has been constructed but which requires a bridge in order to be complete. Year after year, during the rainy season, traffic is being held up. Similarly, although the Kallambalam-Karettu road has been finished, due to the want of a small bridge and a big culvert, the people are not

getting full benefit out of the road. Then there is the Attingal-Dalavapuram road which consists of three sections of which only the middle section has been completed. In regard to the first section, administrative sanction has been accorded even last year. But I do not find any provision for this in the budget. Sir, unless incomplete works are completed, the money already spent will be absolute wastage.

Then there are the Avanavancherry-Ayilam road, Gnekkaud-Nadayara road, Pallikkal-Velinalloor road and several other roads all of which require immediate attention on the part of the Chief Engineer. With these words I support the motion.

MR. N. NARAYANA KURUP (*Ambalapuzha cum Shertalai*) Sir, I also support the motion and would request the Chief Engineer to construct more roads and canals in my constituency and to complete immediately those works on which much money has been spent.

MR. E. P. VARGHESE (*Ambalapuzha cum Shertalai*): Which is the member's constituency, please?

MR. N. NARAYANA KURUP: Sir, but for a net work of feeder roads and canals people of Shertalai will not be able to go about freely from place to place. In spite of repeated representations of the people, those grievances have not been redressed; the only main road is from Alleppey to Aroor about 29 miles. I shall now refer to a few of the important needs of my constituency. First of all, the Thuravoor-Chellanam road about 2 miles from the Alleppey-Aroor road is a necessity. It will connect Travancore with Cochin at its southern extremity at Chellanam. A draw-bridge as at Kuthiathodu will bridge over the Anthakara Azhy. If this road is constructed, traffic can be directed through this and the Aroor ferry can be avoided. A feeder road from Kokothamangalam to Chengadai is also necessary.

The village road at Ambalapuzha, starting east from the 43rd mile on the Quilon-Alleppey road and reaching the approach road on the South of the Srikrishna temple must be metalled and maintained. It was a pathway about 25 links in width and 3 feet below the level of the adjacent compounds. The people of the locality raised the level of the way at a cost of Rs. 2500. If two small bridges are constructed across two small canals of 12 ft. wide, and the way metalled and maintained, it will be a very useful road to the villagers and I hope the Chief Engineer will not grudge to help us.

Sir, lakhs of rupees have been spent on Alleppey-Shertalai canal. It is still left incomplete. So also in the Alleppey-Changanacherry canal via Kavalam. I do not find any provision for these works in the Budget. These are very useful canals for the agriculturists and the general public.

There are some more important roads which have to be completed immediately. The Alleppey-Thanneermukkom road, the Ambalapuzha-Thiruvalla road, and the Thondankulangara Munro-light Road and the Thottapalli Bridge are the few of the most important works to be attended to by the Department at the earliest opportunity to facilitate easy communications for the people of my constituency.

DEMAND VII—PUBLIC WORKS DEPARTMENT INCLUDING CAPITAL 627
EXPENDITURE NOT CHARGED TO REVENUE.

A word more Sir and I am done. The agriculturists of my place who live in the water-logged areas of Kuttanad are compelled to register their canoes annually. The canoes are a necessity for us and not a luxury. The Government has not to spend a pie for maintenance on rivers and canals in Kuttanad. Even a bullock-cart, used by people of the villages where there is no Municipality, need not be registered. Further more, Sir, that a car used as luxury need not be registered annually. Therefore, the registration of canoes in Kuttanad is unjust and I would request the Chief Engineer to take immediate steps to redress this grievance also.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, the mover of the resolution stated that there was no continuity of policy in the Public Works Department. I do not agree. If you look at the budget allotments, you will find that there is a much bigger allotment under works in progress than in new works. This will indicate that the Government's policy is that once a particular work has been started, it should be continued in the following years until it has been completed.

The member referred to Aykad bridge and that another bridge will be wanted to complete the road communication. This is quite right. We cannot budget for several bridges required on a road in one and the same year. The Aykad bridge has been completed and Kozhipalam bridge will be taken up as and when funds are available.

With regard to the Road Development Fund, one Hon'ble Member was afraid that the funds might lapse. This is not so. Road Development Fund is a definite fund set aside for the purpose of improving road-communications on trunk roads and the balance is carried over from year to year.

MR. S. CHATTANATA KARAYALAR (*Pathanapuram cum Shen-cotta*): I did not say that the fund would lapse; what I said was that works were being taken up towards the end of the financial year and that therefore the funds were likely to be wasted.

MR. G. B. E. TRUSCOTT: The reason for that is that until the budget has been passed no action is taken re: the acquisition of land and so it is often towards the end of the year that a work is taken up; but there is no excessive rush to finish the work in that year as funds having been ear-marked for that purpose are continued in the next year.

Another Hon'ble Member referred to the Maniankulam bridge which he said had failed. Sir, this was what had happened. The ground on which one of the abutments is built is very unstable. In fact for the foundation of the abutment we had to drive piles into the ground. This abutment is only for retaining the approaches to the bridge. There is a cattle ramp by the side of this abutment. Excessively heavy rains at the time rushed down this ramp and saturated the ground causing the pitching to settle and portions of the ground were washed away. The repairs will cost about Rs. 200—while the cost of the bridge which is intact is about Rs. 13,000.

During the general debate, we travelled from Cape Comorin to Shencottah by devious required roads. We even travelled out of Travancore on our way; for one Hon'ble Member wanted us to go to Cochin along the sea coast by a new road—why I do not know as the Alleppey-Aroor road is the direct route to Cochin. Another Hon'ble member wished to go to British India *via* Madras and in order that he should not lose his way he wanted mile stones planted along the road and we were also invited to go to British India *via* Shencottah. In fact we travelled all over the State and a very large number of new roads, bridges and canals etc., were mentioned as being required.

Mr. Makar Pillai in commenting on these requirements remarked though in jest, that about 2 crores of rupees would be required to meet the demands made by the members. It is impossible for Government to meet all these demands and what I suggest with your approval Sir, is that the leaders of the recognized parties should call a meeting of their representative members and prepare a modest list of works in the order of urgency in the several constituencies and submit such list to me so that I can go through it and prepare rough estimates which I will then forward to Government with my recommendations and I feel sure that Government will allot some funds towards meeting the requirements. I would however impress upon the Hon'ble members that the funds at the disposal of Government are limited and so I would earnestly ask the Hon'ble members to limit their requirements to most urgent needs. I hope you will agree Sir, that this is the only feasible course to be adopted in the circumstances and trust that my suggestion will be accepted and that the mover will withdraw his motion.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : I press the motion to a division.

The motion was put to vote and carried.

Motion Nos. 208-242.

The following motions were not moved :

MR. P. KUNJUKRISHNAN :

208. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. P. KUNJUKRISHNAN :

209. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. KAVIYOOR K. K. KOCHUKUNJU :

210. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. PUTHUPALLI S. KRISHNA PILLAI :

211. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. KOTTALIL P. ABRAHAM :

212. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. K. P. KOCHUKORATHARAKAN :

213. To reduce the allotment of Rs. 3,800 for travelling allowance by Rs. 5.

MR. N. NARAYANA KURUP :

214. To reduce the total allotment of Rs. 32,515 for Direction by Re. 1.

DEMAND VII—PUBLIC WORKS DEPARTMENT INCLUDING CAPITAL 629
EXPENDITURE NOT CHARGED TO REVENUE.

- MR. S. NARAYANA PILLAI :**
215. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. KAINIKARA M. PADMANABHA PILLAI :**
216. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. P. SIVARAMA PILLAI :**
217. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. P. J. SEBASTIAN :**
218. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. P. J. SEBASTIAN :**
219. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. P. V. MATHAI CHEMPARATHY :**
220. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. P. V. MATHAI CHEMPARATHY :**
221. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. P. V. MATHAI CHEMPARATHY :**
222. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. A. THANU PILLAI :**
223. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. PUTHUPALLI S. KRISHNA PILLAI :**
224. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. PUTHUPALLI S. KRISHNA PILLAI :**
225. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. K. R. NARAYANAN :**
226. To reduce the allotment of Rs. 32,515 for Direction by Re. 1.
- MR. KOTTALIL P. ABRAHAM :**
227. To reduce the allotment of Rs. 63,900 for Assistant Engineers by Re. 1.
- MR. K. P. KOCHUKORATHARAKAN :**
228. To reduce the allotment of Rs. 63,900 for Assistant Engineers by Rs. 3.
- MR. PUTHUPALLI S. KRISHNA PILLAI :**
229. To reduce the allotment of Rs. 61,548 for salaries by Re. 1.
- MR. V. K. VELAYUDHAN :**
230. To reduce the allotment of Rs. 2,91,890 for a. Establishment by Re. 1.
- MR. P. SIVARAMA PILLAI :**
231. To reduce the allotment of Rs. 4,02,210 for original works by Re. 1.
- MR. KANNARA GOPALA PANICKAR :**
232. To reduce the allotment of Rs. 4,92,210 for original works by Re. 1.
- MR. KANNARA GOPALA PANICKAR :**
233. To reduce the allotment of Rs. 4,02,210 for original works by Re. 1.
- MR. KANNARA GOPALA PANICKAR :**
234. To reduce the allotment of Rs. 4,02,210 for original works by Re. 1.
- MR. KANNARA GOPALA PANICKAR :**
235. To reduce the allotment of Rs. 4,02,210 for original works by Re. 1.
- MR. THARIATHU KUNJITHOMMEN :**
236. To reduce the allotment of Rs. 17,04,169 for Communication by Rs. 5.
- MR. PULIYOOR T. P. VELAYUDHAN PILLAI :**
237. To reduce the allotment of Rs. 24,73,542 for Buildings, Communications and Miscellaneous Public Improvements, excluding Electrification and Water Supply to Government Buildings etc., by Re. 1.
- MR. M. L. JANARDANA PILLAI :**
238. To reduce the allotment of Rs. 24,73,542 for Buildings, Communications etc.,
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MR. K. KESAVAN :

239. To reduce the allotment of Rs. 24,73,542 for Buildings, Communications etc., by Re. 1.

MR. A. J. JOHN :

240. To reduce the allotment of Rs. 24,73,542 for Buildings, Communications, etc., by Re. 1.

MR. A. J. JOHN :

241. To reduce the allotment of Rs. 24,73,542 for Buildings, Communications, etc., by Re. 1.

MR. K. NARAYANAPERUMAL NADAR :

242. To reduce the allotment of Rs. 23,73,542 for Buildings, Communications, etc., by Re. 1.

Motion No. 243.

MR. JOSEPH VITHAYATHIL (*Kunnatnad cum Parur*) : I move to reduce the allotment of Rs. 25,125 for maintenance or annual repairs by Re. 1 with a view to discuss the necessity for improving the irrigation facilities in North Travancore.

PRESIDENT : I might mention to the honourable members that the time-limit for this grant expires at 12 o' clock.

MR. JOSEPH VITHAYATHIL : In making this motion what I would submit is that it is known practically to very few people in North Travancore that a department like the Irrigation Department exists. As a matter of fact, nothing is done there for facilities for irrigation. If the Department is earnest about its work much can be done in North Travancore for the purpose of improving cultivation. In Kunnatnad taluk thousands of paras of paddy lands are now left unfit for cultivation on account of the lack of irrigation facilities. The same is the case in Parur taluk also. So, I bring this matter to the attention of the House and request the Chief Engineer to pay more attention in the matter of affording irrigation facilities in North Travancore.

MR. TARIATHU KUNJITHOMMEN : ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു. ഉത്തരതിരുവിതാംകൂറിൽ ഇറിഗേഷൻ വകുപ്പ് പറയത്തക്ക ചെലവുകളാണുണ്ടെന്നു ചെയ്യുന്നില്ല. അവിടെ അനേകാധിരം ഏക്കർ സ്ഥലങ്ങൾ ശരിയായവിധത്തിലുള്ള ഇറിഗേഷൻ വേല നടത്തുന്നപക്ഷം നിവണ്ടുമാക്കി കൃഷിചെയ്യാൻ സാധിക്കുന്നതാണ്. പല ചെറിയ അണകളും ചാനലുകളും ഇതിലേക്കുണ്ടാക്കണം. ഓരോ വേലക്കും രണ്ടായിരമോ മൂവായിരമോ രൂപയിലധികം ചെലവു വരികയില്ല. അവിടത്തെ ഭൂമി ലെവൽ അല്ലാത്തതുകൊണ്ട് തുക്കായൊഴുകുന്ന ചെറുതോടുകളിൽനിന്നും ആററിന്റെ അരുക്കുകളിൽനിന്നും ചാനൽവെട്ടി തിരിച്ചാൽ ഇരുപതോ അൻപതോ ഏക്കർസ്ഥലങ്ങൾ വീതം നല്ല കൃഷിസ്ഥലമാക്കാൻ സാധിക്കുന്നതുമാണ്. ഈവക കാര്യങ്ങളിൽ ഗവണ്മെൻറു തീരെ ശ്രദ്ധിക്കുന്നില്ല. ഈയാണ്ടിൽ ഇതുസംബന്ധിച്ച അനേകം വേല

കൾ മുവാറ്റുപുഴ താലൂക്കിൽ ചെയ്യേണ്ടതായിട്ടുണ്ടായിരുന്നു. എന്നാൽ പുതിയ കുന്നിൻപോലും ബഡ്ജറ്റിൽ പണം കൊള്ളിച്ചിട്ടില്ല. അവിടെ ആവശ്യമുള്ള അനേകം വേലകളെ സംബന്ധിച്ച് പഴയ കൗൺസിലിന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവന്നിട്ടുള്ളതാണ്. ആ സ്ഥലത്തുള്ളവരുടെ പ്രധാനതൊഴിൽ മറുഭട്ടിടത്തെപ്പോലെതന്നെ കൃഷിമാത്രമാണ്. ഇപ്പോൾ ഓരോലാൻറായിരിക്കുന്ന അനേകം ഏക്കർ സ്ഥലത്തുനിന്നും കുറെ ഭൂമിയെങ്കിലും വെറു ലാൻഡ് ആക്കുന്നതിന് സാധിച്ചാൽ കുറെ പ്ലേക്കെങ്കിലും കാലക്ഷേപമാഗ്ഗമുണ്ടാകും. ജനങ്ങൾക്ക് ഇപ്പോൾ ഭക്ഷണസാധനത്തിനാണ് ക്ഷാമം. ഗവണ്മെന്റിൽനിന്നും ഇറിഗേഷൻ വേലക്കുചെയ്യുന്ന പ്യൂം ഒരിക്കലും നഷ്ടമായി വരികയില്ല. മുടക്കുന്ന പണത്തിന്റെ പലിശ വെള്ളക്കരമായി ഗവണ്മെന്റിന് ഹുടാക്കാവുന്നതാണ്. അതുകൊണ്ടു ആ കാര്യത്തെക്കുറിച്ച് ഉടനെ ശ്രദ്ധിക്കേണ്ടതുവളരെ അത്യാവശ്യമാണ്. ഞങ്ങളുടെ പ്രദേശങ്ങളിൽ ഇറിഗേഷൻ വകുപ്പിലേക്കു വരുന്ന ഉദ്യോഗസ്ഥന്മാർ ആ പ്രദേശങ്ങളിലുള്ളവരല്ലാത്തതുകൊണ്ടു അവിടത്തെ കാര്യങ്ങളെപ്പറ്റി ശരിയായി അറിഞ്ഞുകൂടാത്തതുകൊണ്ടായിരിക്കണം ഉത്തര തിരുവിതാംകൂറിൽ പ്രത്യേകിച്ചും മുവാറ്റുപുഴ തൊടുപുഴ താലൂക്കുകളിൽ ഇറിഗേഷൻ വേലകൾ നടത്തുന്നതിന് അവർ ശ്രദ്ധിക്കാതിരിക്കുന്നത്. ഉദ്യോഗസ്ഥന്മാർ അവിടെ വന്ന് കൗൺസിൽ മെമ്പറന്മാരോടും അസംബ്ളി മെമ്പറന്മാരോടും ചോദിച്ച് അവരുമായി ഓരോ സ്ഥലങ്ങളിൽ പോയി പരിശോധിച്ച് അത്യാവശ്യമായ വേലകൾ നടത്തുന്നതിനുള്ള പണം ബഡ്ജറ്റിൽ ചേർത്ത് വേലനടത്തിക്കണം എന്നു പ്രസ്താവിച്ചുകൊണ്ടു ഞാൻ ബലമായി ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു.

MR. G. B. E. TRUSCOTT : Sir, the Irrigation Department is paying attention to North Travancore. One thing I might mention is that we are gauging the Chalakudy river just above the Adirapally falls which at that point is half and half the property of Travancore and Cochin with the idea of ascertaining what quantity of water will be available for developing irrigation means. There are other works that are being taken up by the Irrigation Division Officer in North Travancore and I can promise honourable members that these works will be continued. More I cannot say at the present time. I would ask the honourable member to be satisfied with my reply and withdraw his motion.

MR. D. FRANCIS (*Kalculam cum Vilavankad*): സർ ഭരത പ്രദേശ്യർക്കു കൃഷിയിൽ ജലം കിട്ടുന്നില്ല. തെങ്ങ് കിട്ടുന്നില്ല. കിട്ടുന്നില്ല.

PRESIDENT : Order, order. The honourable member is out of order. The motion before the House relates to North Travancore.

MR. JOSEPH VITHAYATHIL : I do not press the motion.

The motion was, by leave of the House, withdrawn.

MR. S. KRISHNA AIYAR (*Nominated*) : Sir, I beg leave to make a statement.

PRESIDENT : The honourable member cannot make a statement. He can make a motion and I should like to know what the motion is.

MR. S. KRISHNA AIYAR : I move that motion No. 253 to omit the allotment of Rs 5 lakhs for commercial transport be taken up now. It seems to me to be a very important matter on which attention has been concentrated for some time and it may be accelerated and taken up next. We have no objection to agree to preference being given to that motion, if the Samyuktha party care to press it.

PRESIDENT : What is the motion before the House?

MR. S. KRISHNA AIYAR : The motion is that motion No. 253 may be given preference over other motions. I may also state that we shall not press the motions standing in the name of any member of our party.....

PRESIDENT : The honourable member's intentions are not relevant.

MR. S. KRISHNA AIYAR : I move that preference may be given to motion No. 253.

The general rule is according to precedents established by the House of Commons that the House of Commons in arranging its work has always as a matter of fact made the will of the majority the basis of treatment and the fundamental rights of Parliament are not challenged, the House in theory being absolutely entitled to arrange its own work. Therefore it is open to the House by a majority to decide in which order to take up the business of the House. Following that parliamentary ruling I hold that this motion is in order.

The motion was put to the vote of the House and declared carried.

Motion No. 253

MR. M. SIVATHANU PILLAI : Sir, I would call a division.

PRESIDENT : It is now too late. The gentleman who has voted for the motion and has succeeded is not allowed to call for a poll.

MR. E. JOHN PHILIPPOSE (*Tiruvalla*) : In view of what I have said in the general discussion on the Budget I do not wish to move this motion.

The following motion was therefore not moved :

253. To omit the allotment of Rs. 5 lakhs for Commercial Transport.

MR. A. THANU PILLAI : In view of what is ought to be done now, may I bring one rule to the notice of the Chair? I refer to article 173 at page 50 of the Manual which says that when several motions relating to the same demand are tabled for discussion they shall be discussed in the order in which the heads to which they relate occur in the Budget.

PRESIDENT : That is subject always to the paramount authority of the House to make up its mind not to discuss any matter at all.

Motion 254.

MR. K. NARAYANAPERUMAL NADAR (*Tovala cum Agastisvaram*): Sir, I move to omit the allotment of Rs. 5 lakhs for commercial transport to discuss how far the scheme can be worked out on a commercial basis. Sir, in the general discussion of the Budget I pointed out that the scheme cannot be worked out on a commercial basis. It is said that the scheme is purely experimental. When a scheme is experimental it may lead either to wonderful success or it may lead to wonderful failure. But my opinion is there is no data given by the Government that the scheme will work out at a profit. I believe that the scheme cannot be worked out at a profit. With these words I move this motion.

MR. K. G. KUNJUKRISHNA PILLAI (*Neyyattinkara cum Trivandrum*): I support the motion. In doing so, I wish to state before the House a few facts and make a few observations on this much discussed question. I frankly say, Sir, that with regard to the position that the public utilities of the State must belong to the State I have not the least hesitation in saying that I agree. But, when I say that, Sir, I do not at all mean that I support the present scheme.

My objections to the present scheme may be stated briefly as follows. The first objection, Sir, is this. This House has not been either consulted or given even an opportunity of discussing this most important question. There is a very large volume of public opinion, Sir, which is very apprehensive as to the results of this policy. I will be failing in my duty both to the public and to the Government if I do not place before you, Sir, the very intensity of feeling on this matter. Sir, on such an important matter as this the Government appointed a Committee. In that Committee, Sir, the Government could well have included at least a few non-officials. The Government might have consulted, Sir, the interests concerned. Nothing of this was done. We do not even know if that Committee has prepared a report. No such report has been published. That is a preliminary point, Sir.

MR. K. C. KARUNAKARAN (*Nominated*): May I know from the honourable member whether this scheme has been placed before the Finance Committee?

MR. K. G. KUNJUKRISHNA PILLAI : I understand that the scheme has been placed before the Finance Committee.

MR. K. C. KARUNAKARAN : May I know from the honourable member whether there were representatives of this Assembly in the Finance Committee?

MR. K. G. KUNJUKRISHNA PILLAI : I expect the honourable member himself to know the answer to that question. What I was submitting was that this matter was not placed before this House, and that in the Transport Committee there were no members of this House. What it has to do with the Finance Committee I fail to understand.

MR. A. THANU PILLAI : May I inform the honourable member that the Finance Committee Proceedings have been published and know on what basis the honourable member says the scheme was placed before the Finance Committee?

MR. K. G. KUNJUKRISHNA PILLAI : I read some scrap of reports in the newspapers. That is the basis of the statement. Sir, I have hardly five minutes and I have a few more observations to make. I would therefore request honourable members not to ask any more questions.

PRESIDENT : The request is not necessary, if the honourable member does not sit down.

MR. K. G. KUNJUKRISHNA PILLAI : The next objection, Sir, is this: that even as it is a full-fledged scheme is not before the public. On this matter the pronouncements that have come from the Government side have been at any rate varying from time to time. If I remember right, Sir, in the very first speech which the Dewan delivered on this question, it was stated that the whole scheme will be taken up as soon as the materials are ready. Immediately after that, I understand, certain motor companies called for information by means of petitions, which must, I believe, be possibly with the Transport Committee. After that, Sir, the Dewan President in an address at Alleppey seems to have stated that the scheme is to associate the present car and bus owners.....

PRESIDENT : That is not a correct statement.

MR. K. G. KUNJUKRISHNA PILLAI : Then I withdraw that observation of mine. Anyway, Sir, that is what the people believe. Following on that there were representations I believe to Government on the matter.

Finally I was a member of a deputation which met the Dewan and placed before him a certain petition. On that occasion the Dewan said that at any rate there is no room for any sort of apprehension on the part of bus owners because all their claims would be considered. Then came the Finance Committee and finally the scheme. So that my submission, to sum up that part of the case, is this: much of the misapprehension and misunderstanding could have been avoided if the interests concerned were taken into confidence and told what the scheme is. That does not seem to have been done. Lastly I come to another question. When the Government are determined to take up this business they should not leave any doubt that those who have been working on the line, both the owners, workers and others associated with the business, will be thrown out in the streets. As far as the owners are concerned they must be given due notice to dispose of their stock and they must also be compensated for loss of business. I am well aware that in this House the Dewan President stated that they have no right even in regard to compensation. In regard to that question there is equity and good conscience. As the Dewan President himself stated the moral right has to be considered. This moral right is of great importance because a large number of families would be left in destitution if that aspect of the case is not considered favourably.

One other point more and I shall be done. Even now—I am making a personal suggestion—it is not too late to call a representative meeting of the bus owners and of the workers, if there is a union of workers, and straightaway tell them what the Government are proposing to do and ask them what definitely they want. In that case much of the ill feelings and apprehensions on the part of the public could be removed. With these few words, I support the motion of Mr. Narayanaperumal Nadar.

MR. K. T. THOMAS Sir, in rising to speak on the motion before the House I desire to maintain the position that the Legislature ought to have been consulted on the matter beforehand. The scheme of commercial transport is one which entails a very large expenditure and requires a considerable amount by way of investment. Before the Government embark on such large and costly schemes, it should be observed as a rule to be invariably followed except in cases of extreme necessity, that the representatives of the people ought to be consulted, the Legislature should be taken into confidence by Government and popular opinion ascertained. I do not ignore the fact that there have been a few utterances on this subject by the head of the administration. But, Sir, to be told that Government are embarking on a scheme of commercial transport and to be told what the scheme is, are certainly two different matters. What I would maintain is that wherever possible the Government ought to take the Legislature into confidence and ascertain popular opinion before launching upon such schemes.

Viewing it as a public utility service regardless of whether it be a losing or a profitable concern, it must be said that there is hardly any ground for complaint against the principle. If considerations of profit and loss do not weigh with the Government and if it is viewed only as an attempt to solve the problem of transport and as far possible to maintain it in the hands of Government, certainly one may not have any ground for opposing this scheme. But, Sir, the statement made on the floor of the House by the Financial Secretary when placing the Budget before the House, lends considerable room for doubting whether the scheme is not put on a commercial basis. We do not know whether it is the one thing or the other which moved the Government in the matter.

PRESIDENT: There is a possibility that it may be both.

MR. K. T. THOMAS: Sir, as I said, if the scheme is viewed in the light of a public utility service, if additional comfort and better management are guaranteed, and provided Government would not care whether it would be losing or gaining, and provided the charges as they exist now are not raised, then certainly there is nothing to complain about the scheme.

As for the matter that those who are working on the line are only entitled to a notice to quit, I maintain that there is considerable scope for difference of opinion. However much it may be said that property in the roads vest in the Government, it cannot be gainsaid that private

[Mr. K. T. Thomas.]

agencies have been allowed to work up the line at considerable investment in the hope of gain in the future. It is only equitable, therefore, when Government is one party and a private agency the other, that compensation as adjudged by a third party should be given to the agency before it is given the notice to quit.

There is also another aspect to which I should draw attention. Sir, there is a considerable apprehension and I do not want to hide it that when Government assume the Trivandrum Cape line, the vehicles in service thereon now are likely to be accommodated on other lines unless the vehicles are acquired by Government. Sir, our limitations we are conscious of. If the Government take up this line, they should see that the private agencies that are working on other roads are not put to hardship as a result of releasing these buses.

PRESIDENT: I suppose the honourable member is aware that buses can be run only on an yearly license, granted by Government.

MR. K. T. THOMAS: I am aware that buses are run on an yearly license. But the buses have a right to run provided they do not offend the rules. I do not also ignore the fact that the authority vested in Government can withhold these licenses. But, Sir, when one has a license he has a right to enjoy the fruits of the license provided he puts himself within the rules which guide and control the grant of the license.

There is also another matter. When the Government assume the line, necessarily a large number of families would be thrown out of employment. Government ought to hold out an assurance that as many employees as possible out of these thrown out of employment would be absorbed in the new scheme.

MR. M. SIVATANU PILLAI: Sir, I oppose the motion, I shall briefly explain the arguments that have made me take up this position. I listened to the speech made by the mover of the motion as well as the supporters. I was so sorry to feel that after all the travelling public is not in any way given a place in the consideration of this question. The honourable members who spoke in support of the motion felt very much for the bus owners. I shall finish my speech in 2 minutes since I find that there are only 10 minutes to 12 minutes when the Demand will lapse. So far as I was able to understand, the scheme as enunciated by responsible officers and the head of the Administration, guarantees employment for the workmen. I am sorry to note that some of those who oppose the scheme as adumbrated by the Government wilfully misunderstood the statements so very often repeated. As Mr. Kunjukrishna Pillai characterised it, if there is any goodwill that must be respected. But I can say that there is absolutely no goodwill. If there is any will at all it is badwill. Some of us who travel in South Travancore find the situation very bad. There is absolutely no safety. The bus service has become a menace to the public. The Government have

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been not only tolerating buses which are 9 and 10 years old but also allowing dubious methods on the part of the bus owners. It is also to remove that kind of action that we have come to support the scheme. The travelling public are very keen of supporting the scheme. I had occasion to preside over a large public meeting which opposed the continuance of the present service. I shall even challenge the Chief Secretary to dispute this statement. When he was taking rest at Cape Comorin a number of children from the schools came over there on a picnic party. They were left stranded there by a big bus-owner and it was due to the interference of the honourable member and myself that they were able to get back to their place.

PRESIDENT : The honourable member is not keeping to his promise to finish in 2 minutes.

MR. M. SIVATANU PILLAI : Sir, all civilised Governments are having national transport schemes. The Congress Ministry has proposed a similar scheme. There is Government transport in Hyderabad. (Why not here)? I therefore oppose the motion.

MR. A. THANU PILLAI : I wish to make a few observations on this motion. I agree that there can be no objection if the State is prepared to discharge its obligations of providing adequate transport facilities for the State. But, Sir, the scheme as it is now put forward is not on that basis. The Dewan President told us definitely that there will be no extension of this business if it is not found that the line that they are now taking over works at a profit.

PRESIDENT : I also said that unless I find that people are anxious to have extensions to other places which I expect from them, there will be no extensions.

MR. A. THANU PILLAI : Sir, whatever may be the people's anxiety, the State in discharging its duty is not prepared to take over all the lines for State management and provide adequate facilities for the whole State, irrespective of the question of profit and loss. The Dewan also told the Finance Committee.

PRESIDENT : The proceedings before the Finance Committee are confidential and cannot be divulged, least of all on the floor of the House.

MR. A. THANU PILLAI : The Dewan-President told the House that unless this line proves to be a success, nothing more will be attempted. That statement justifies my conclusion that after all this is only a commercial concern. In that view I want an assurance from the official benches on adequate data that it is going to be a profitable concern. I am not going to assent to this Demand purely on hopes that are not shown to be well founded. I want something definite. And I put it on the experience of the past. When the Rubber Factory was started the promise was held out to us that it was going to be a very profitable concern. It was not the idea then that it would be handed over to any private agency. The policy of handing over came in only recently.

PRESIDENT : That is not correct.

MR. A. THANU PILLAI : So far as my knowledge of this thing goes, what I have stated is quite in consonance with facts. Anyhow the Dewan-President told us that when he took charge of his office, the Rubber Factory was struggling for its existence, and a few weeks afterwards the factory was handed over to a private company. Was that in consonance with the policy of handing over such concerns after they are proved to be successful? In one speech the Dewan used the expression "comparatively successful". Was the factory even comparatively successful? The fact is that when Government found they could not run the factory profitably they leased it out. If Government are able to satisfy me that the proposed transport scheme is going to be a success and that public money will not be wasted, then I shall accede to this scheme. If they are not going to satisfy me that it is going to be a commercial success, consistently with the interests of the travelling public, I cannot agree to the Demand. If Government want me to take things on trust, I am far from being amenable to that. The natural result of Government not being able to work it profitably and all the schemes taken up by Government are unprofitably worked.

PRESIDENT : The honourable member may be sure that it will never be handed over to a private agency.

MR. A. THANU PILLAI : If it will never be handed over to a private company, the result may be that the State will have to work it at a loss. It will be something like the Railway. This is no doubt not as large a concern as the Railway but still it is a large enough concern. At this time of financial stringency, are we justified in embarking upon a scheme of doubtful success, on doubtful data, when there are many more urgent and important things to be attended to? Let the data on which Government hopes to succeed in this scheme consistently with the interests of the public be placed before us. That is my main objection.

Then very many personal and extraneous matters have been brought into the consideration of this question. If a particular person is not paying income tax, that has absolutely nothing to do with this question. That is a matter which must be dealt with in the proper legal way. So far as certain busowners are concerned, they are corrupting, and are being corrupted by, the officers of the State in many ways. The officers are not taken to task, nay, some of them are unduly encouraged and favoured by Government. Under such circumstances there is no good in Government singling out one bus owner for condemnation. When we are dealing with human affairs there must be scope for the conviction that what we are told is honest and sincere. That sincerity and honesty must be seen in all the aspects and parts of the transaction we are dealing with. But when I find sufficient cause for doubt as to the sincerity of the professions and promises made, I have to take them with great caution. The difficulty is that we are in such a situation that we are unable to know whether the action of Government is correct. Since my time is up I do not stand in the way of the official member replying to this motion.

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MR. G. B. E. TRUSCOTT: Sir, I can assure the first two speakers that the workmen will not be thrown out on the streets, provided they are competent and would be agreeable to serve according to the terms of the Government.

Mr. A. Thanu Pillai: and another speaker spoke about compensation to the bus-owners for their loss. Government have said they would consider compensation if they are approached with properly prepared statements, although they have no legal claim. In every business, the three main assets that a man has are (1) his profit, (2) his goodwill and (3) his stock-in-trade. There is no reason to go to a corrupt official as referred to by one speaker to find out whether a man is making a profit or not. It is up to the man to prove that he is making a profit; and he can do that in any way he likes by putting his case before Government. Of course, if he does not make a profit, there is no asset on that account. With regard to goodwill if there is no profit there can be little claim to goodwill. Then we come to the stock-in-trade.

PRESIDENT: Order, order. The time allotted for the demand has expired.

The motion before the House is

"To omit the allotment of Rs. 5,00,000 for commercial transport (to discuss how far the scheme can be worked out on commercial basis)."

The motion was put to vote and lost.

MR. K. NARAYANA PERUMAL NADAR: Sir, I demand a poll. A poll was taken with the following results:

AYES—6.

1. Mr. K. G. Kunjukrishna Pillai	3 Mr. N. Narayana Kurup
2. Sahib Bahadur M. K. Mackar Pillai	4 " K. Narayana Perumal Nadar
	5 " G. P. Nilakanta Pillai
	6 " A. Thanu Pillai

NOES—38.

1 Mr. P. C. Adichan	12 Mr. T. T. Kesavan Sastr
2 Sahib Bahadur V. Chandamiah	13 " Kaviyoor K. K. Kochukunju
3 Mr. S. Chattanatha Karayalar	14 " S. Krishna Aiyar
4 " M. L. D'Cruz	15 " Puthupalli S. Krishna Pillai
5 Srimati K. Devaki Antharjanam	16 " Rao Bahadur Rajyasevanirata Dr. N. Kunjan Pillai
6 Mr. E. E. Pandarathil	17 Mr. K. Madhava Kurup
7 " K. George	18 " K. P. P. Menon
8 Dr. M. K. Gopala Pillai	19 " K. L. Moudgill
9 Mr. M. L. Janardana Pillai	20 " S. Narayana Pillai
10 " N. John Joseph	21 " R. Narayanan Namboori
11 " K. C. Karunakaran	

22	Srimati T. Narayani Amma	30	Dr. James Simpson
23	Mr. S. Nilakanta Pillai	31	Mr. P. Sivarama Pillai
24	„ Kainikkara M. Padmanabha Pillai	32	„ M. Sivatanu Pillai
25	„ Kayalam Paramesvaran Pillai	33	„ E. Subramonia Aiyar
26	„ J. E. A. Pereira	34	„ J. W. Tolson
27	„ N. Ramakrishna Pillai	35	„ G. B. E. Truscott
28	„ Codiveetil C. Ramankunju	36	„ Puliyoor T. P. Velayudhan Pillai
19	Rao Bahadur A. Rengaswami Aiyar	37	„ N. Velu Achary
		38	„ P. Vivekanandam

NEUTRALS—26.

1	Mr. Kottalil P. Abraham	15	Mr. P. V. Mathai Chemparathy
2	„ D. Francis	16	„ M. G. Mathew
3	„ Kannara Gopala Panickar	17	Sahib Bahadur H. B Muhamed Rowther
4	„ C. Jabamony Nadar		
5	„ A. J. John	18	Mr. P. Nanoo
6	„ N. V. Joseph	19	„ K. R. Narayanan
7	„ Joseph Vithayathil	20	„ E. John Philipose
8	„ K. Kesavan	21	„ M. Ramiah Pillai
9	„ M. Kesava Panickar	22	„ P. J. Sebastian
10	„ T. C. Kesava Pillai	23	„ K. T. Thomas
11	„ K. P. Kochukora Tara. kan	24	„ E. P. Varughese
12	„ P. K. Kumaran	25	„ T. M. Varghese
13	„ Thariathu Kunjithommen	26	„ V. K. Velayudhan
14	Sahib Bahadur P. K. Kunju		

The motion was declared lost.

Motions Nos. 255 to 259.

The following motions lapsed on account of time limit.

MR. A. THANU PILLAI :

255. To omit the allotment of Rs. 5,00,000 for Commercial Transport.

MR. E. P. VARGHESE :

256 To reduce the total allotment of Rs. 41,21,802 under Demand VII by Re. 1.

MR. K. Kesavan :

257. To reduce the total allotment of Rs. 41,21,802 under Demand VII by Re. 1

MR. M. KESAVA PANICKAR :

258. To reduce the total allotment of Rs. 41,21,802 under Demand VII by Re. 1

MR. K. C. KARUNAKARAN :

259. To reduce the total allotment of Rs. 41,21,802 under Demand VII by Re. 1."

The demand under the Public Works Department including capital expenditure not charged to revenue—Rs. 41,21,802 minus Re. 1 was put to vote and carried.

The grant was made.